

M-32 Business Spur (BS)

Finding of No Significant Impact & Supporting Documentation for a Finding of No Significant Impact



From Veterans Memorial Highway to the North Village Limits Village of Hillman, Montmorency County, Michigan

**FONSI Issued by:
Federal Highway Administration**

**FONSI Issued on:
April 29, 2008**

**Supporting Documentation Prepared by the
Michigan Department of Transportation**

**In Cooperation With:
U.S. Department of Transportation
Federal Highway Administration**



**U.S. Department of Transportation
Federal Highway Administration**



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DOCUMENTATION SUPPORTING A FINDING OF NO SIGNIFICANT IMPACT FOR THE PROPOSED ROUTE RECONSTRUCTION AND CAMELBACK BRIDGE REPLACEMENT ALONG M-32 BUSINESS SPUR (BS) IN MONTMORENCY COUNTY, CONTROL SECTION 60031, AND JOB NUMBERS 86505 AND 86917

SECTION 1

PROPOSED PROJECT

1.1 PROJECT DESCRIPTION

An Environmental Assessment (EA) for the proposed route reconstruction and camelback bridge replacement along M-32 BS in Montmorency County, Michigan was approved by the Federal Highway Administration (FHWA) on November 8, 2007. A legal notice was placed in the *Montmorency County Tribune* on November 14, 2007, announcing the availability of the EA and a public hearing to comment on the EA. The public hearing was held December 5, 2007 at the Hillman Community Center. Twenty-one people were in attendance. The public hearing was held in accordance with Federal and State Public Involvement/Public Hearing Procedures, the public comment/hearing requirements have been met as certified by MDOT's Public Hearing Officer. This package can be found in APPENDIX A.

Since conducting the public hearing and completing the initial comment period on December 29, 2007, MDOT has proposed design modifications that are different from those originally proposed in the EA. The proposed changes include:

- relocating a sanitary sewer lift station near the southeast corner of the existing bridge, which will require additional right-of-way (ROW),
- lengthening the proposed temporary bridge from 160 feet, as stated in the EA, to approximately 270 feet, to better tie into the existing ground elevations and lessen stream bank impacts,
- lengthening the permanent bridge from 160 to 180 feet to better tie into the existing elevations,
- and widening the permanent bridge by seven feet to better align with the existing road and sidewalk approaches.

A Preferred Alternative Modifications Addendum Package was prepared describing the proposed changes, impacts caused by the changes, and any mitigation that may be necessary. The addendum was circulated for public comment/review. This thirty day review period also included the opportunity to request a public hearing. During this review period ending April 11, 2008, one additional comment was received and a public hearing was not requested. See Section 2.4 for comments received during EA Addendum review. The Addendum package can be found in APPENDIX D.

Seven alternatives with variations of three alternatives were analyzed for potential environmental, economic, and community impacts in the EA. The Preferred Alternative, Alternative 6, was selected as the Preferred Alternative for this project. The Preferred Alternative will require the demolition of the existing bridge and replacing it with a new structure that will meet the functional and safety needs of the community. Included in the work will be the installment of a temporary bridge immediately adjacent to the existing bridge on the west side. The temporary bridge is needed to maintain traffic during construction as there is not another crossing of the Thunder Bay River within 14 miles (one way). Closing the bridge completely during construction would have created a detour in excess of 28 miles that would essentially have cut the village in half. This detour would have created emergency service issues as well as economic impacts on the village.

The reconstruction of M-32 BS (State Street) from just north of Progress Street (village limits) south to Veterans Memorial Highway is included as part of this project. This work will include the removal of the existing pavement, sidewalks, storm sewers, concrete curb and gutter. New construction will include earth excavation, new aggregate base, sub-base, hot mix asphalt paving, new storm sewer construction, new concrete curb and gutter, new sidewalks and slope restoration.

A final Project Mitigation Summary “Green Sheet” that describes proposed mitigation measures for this project can be found at the end of Section 2.

1.2 SECTION 4(f) IMPACTS

The EA contains a Programmatic Section 4(f) Evaluation for the proposed replacement of the existing camelback bridge. Section 4(f) of the Department of Transportation Act requires that an evaluation be prepared when the proposed action may have an adverse effect on a property eligible for or listed on the National Register of Historic Places (NRHP).

The document also contains a second Programmatic Section 4(f) Evaluation for the proposed use of publicly owned land from a public park. Section 4(f) of the Transportation Act is also applicable when a proposed action may require impact of publicly owned land from a park, recreation area, or wildlife/waterfowl refuge of national, state or local significance. This evaluation must determine that there is no prudent and feasible alternative that avoids the 4(f) impact, and that all possible measures to minimize harm have been taken, before the project may proceed. The proposed replacement of the bridge will require a grading permit for the temporary use of a portion of two public parks.

The Section 4(f) Evaluation in the M-32 BS EA discusses the proposed project, its impacts to Section 4(f) resources and measures to minimize harm to those resources. Based on

the evaluation, a preliminary determination was made that the Preferred Alternative would impact three Section 4(f) resources.

These resources include the adverse impact to the existing Camelback Bridge and temporary impacts to both Emerick Park and the Brush Creek Mill. The bridge demolition will be documented and recorded as required by NRHP guidelines. The two parks being temporarily impacted will be returned to as good or better condition upon completion of the project.

MDOT has coordinated with the State Historic Preservation Office (SHPO) throughout the M-32 BS study regarding the Determination of Effects for this historic resource. A copy of the Memorandum of Agreement (MOA) for this project can be found in APPENDIX C.

Based on the aforementioned actions, the Department believes all possible measures have been implemented to avoid and where necessary, minimize harm on Section 4(f) protected resources.

SECTION 2

COMMENTS AND RESPONSES

MDOT received two letters from federal resource agencies and four letters from state or local agencies and two email comments from the public during the comment period that ended on December 29, 2007. From the public hearing; MDOT also received four comments from guests who spoke to the court reporter and four who completed written comment forms.

The following is a summary of the resource agency letters and the comments from the public that were received and responses to those comments. Copies of the letters and emails are included in APPENDIX B.

2.1 LETTERS FROM RESOURCE AGENCIES

MDOT received two letters from federal resource agencies. The comment letters were received from the United States Environmental Protection Agency (USEPA) and the National Resources Conservation Services (NRCS). Their comments and responses to the comments are as follows:

Comment: The USEPA comment was in regards to stormwater and water quality. The USEPA has requested that MDOT ensure that stormwater is treated before it reaches the Thunder Bay River. USEPA also prefers treatment be done with a vegetative

strip rather than riprap. USEPA also requested that MDOT commit to this type of treatment in the Project Mitigation Summary "Green Sheet."

Response: During the project design process, MDOT will review all stormwater outlet locations to determine where direct outlets could be eliminated and stormwater treatment measures could be incorporated. Site conditions such as steep bank slopes, no flat areas for detention or vegetation filtering and adjacent Section 4(f) properties could limit treatment options.

Stormwater discharge from MDOT ROW is permitted by the MDEQ Water Bureau through the issuance of a statewide National Pollutant Discharge Elimination System (NPDES) permit. Final designs for this project will comply with the conditions of this permit and with provisions in MDOT's Storm Water Management Plan.

Comment: The NRCS commented that since the area had already been converted to uses other than agriculture, that there would be no adverse affect to prime and unique farmland from the project.

Response: Comment noted.

MDOT also received comments from four state or local agencies. The following comments were received from the State of Michigan, Department of History, Arts and Libraries (HAL), the State of Michigan Department of Community Health (MDCH), the State of Michigan, Department of Environmental Quality (MDEQ), and the State of Michigan Department of Agriculture (MDA). The comments and the MDOT's responses are listed below:

The State of Michigan Department of History, Arts and Libraries has reviewed the document and had the following comment:

Comment: The SHPO is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

Response: Comment noted. If any discoveries are made, MDOT has procedures in place that will be followed, to make sure that the appropriate measures for the handling of cultural resources will take place.

The State of Michigan Department of Community Health has reviewed the document and had the following comment:

Comment: The MDCH has reviewed the EA and believe that there will be sufficient access to the Medilodge of Hillman nursing home during construction of the project. MDCH stated they believe there will be no significant adverse impact by the proposed project on licensed healthcare facilities.

Response: Comment noted.

The State of Michigan Department of Environmental Quality has reviewed the document and had the following comments:

The project description in the MDEQ letter states that 0.07 acre of temporary wetland impact would occur with the construction of the temporary structure. The actual amount of potential temporary wetland impact is 0.01 acre

Comment: 1) Section 2.12 Floodplain/hydraulics, states that a hydraulic analysis has been conducted for the temporary and new structures in combination. These analyses should be provided to the MDEQ for review and approval prior to the submittal of a permit application.

Response: MDOT has conducted a preliminary hydraulic analysis of the existing and proposed structure with a temporary bridge in place. Since detailed temporary bridge plans are not available at this stage, it was assumed that the temporary bridge would be a six span structure with a maximum of three piers in the Thunder Bay River. The temporary bridge piers would be a maximum of 5 feet wide and would be approximately 50 feet long. A preliminary analysis of the hydraulic impacts of the temporary bridge crossing of the Thunder Bay River and M-32 BS indicates there will be a slight (0.05 foot) increase in the 100-year water surface elevations compared to the existing conditions. This increase is limited to within the existing channel and floodplain and is not considered to be of any harmful interference. A more complete hydraulic analysis will occur during the design process when detailed information on the new and temporary bridges is available. This information will be submitted to the MDEQ for review and approval prior to the project permit application submittal.

Comment: 2) Section 2.14 Water Quality, states that there are two existing storm sewers that outlet directly to the river and that these locations will not likely change. The MDEQ encourages the MDOT to evaluate alternatives that will avoid all direct stormwater discharges to the river without some type of pre-treatment.

Response: There are two stormwater outlets to the Thunder Bay River within MDOT ROW, one in the NE quadrant and one in the SE quadrant. There is also a local road stormwater outlet outside of MDOT ROW in the NE quadrant, just north of First Street.

All stormwater outlets will be reviewed during project design and measures to eliminate direct discharges and provide pre-treatment will be evaluated. Site conditions such as steep bank slopes, no flat areas for detention or vegetation filtering and adjacent Section 4(f) properties could limit pre-treatment options.

Stormwater discharge from MDOT ROW is permitted by the MDEQ Water Bureau through the issuance of a statewide National Pollutant Discharge Elimination System (NPDES) permit. Final designs for this project will comply with the conditions of this permit and with provisions in MDOT's Storm Water Management Plan.

Comment: 3) As stated in the EA, a permit will be required under Part 301, Inland Lakes and Streams, Part 303, Wetlands Protection and Part 31, Water Resources Protection, all of the Natural Resources and Environmental Protections Act, 1994 PA 451, as amended.

Response: Comment noted. MDOT will apply for all necessary permits.

The State of Michigan Department of Agriculture has reviewed the document and had the following comment:

Comment: The MDA's primary concern is to potential impacts from the project on properties enrolled under Part 361 of the Natural Resources and Environmental Protection Act, Public Act 451 of 1994, as amended, on established county and inter-county drains. The MDA does not anticipate impacts on these lands or infrastructure or other social, economic, and/or environmental impacts from the proposed project. The MDA has no opposition to a Finding of No Significant Impact (FONSI).

Response: Comment noted.

2.2 EMAIL COMMENTS FROM THE PUBLIC

Summary of Comments: The two comments received from emails were identical. Both comments recommended the selection of Alternative 6 (the preferred alternative) for the project.

Response: Alternative 6, the Preferred Alternative, has been selected for implementation.

2.3 COMMENTS RECEIVED FROM PUBLIC HEARING ATTENDEES

Summary of Comments: All comments from the public hearing concur with the selection of the Preferred Alternative. The public also agreed with the project moving forward to construction. The public were all in favor of removal of the bridge and its

replacement. Comments received requested that a similar façade or style as the camelback bridge be used in the design of the replacement bridge. Two comments were received asking if the utility lines would be buried as part of the project. One person recommended that the Camelback Bridge be moved behind the Brush Creek Mill for pedestrian use.

Response: Thank you for your comments. The utility lines will not be moved as part of this project. The burial or moving of the utilities is not within the jurisdiction of MDOT and is a very costly venture. Regarding the moving of the existing camelback bridge; the existing bridge is very old and constructed in a manner that would make moving the existing bridge not feasible. Additionally, the new bridge will provide seven-foot sidewalks on each side to improve pedestrian access and safety.

As part of the design phase, MDOT will hold Context Sensitive Solution (CSS) workshops to give the public an opportunity for additional input on the design features and potential facades of the new bridge.

2.4 COMMENTS RECEIVED DURING EA ADDENDUM REVIEW

One comment was received during the Addendum review period. It was made by the MDA. The comment restated their previous comment, which was made during the EA comment/review period which can be found in Section 2.1.

Project Mitigation Summary “Green Sheet”
For the Preferred Alternative

February 29, 2008

Finding of No Significant Impact

M-32 Business Spur Bridge Replacement
Over the Thunder Bay River
In the Village of Hillman
Montmorency County, Michigan

This project mitigation summary “Green Sheet” contains the project specific mitigation measures being considered at this time. These mitigation items and commitments may be modified during the final design, right-of-way acquisition or construction phases of this project.

I. Social and Economic Environment

- a. *Visual Resources* – Tree replacements will be offered to residents adjacent to M-32 and the recreational property to mitigate for tree removals. MDOT will facilitate a “context sensitive design workshop” to involve the community and State Historic Preservation Office (SHPO) in determining the aesthetic treatment for the proposed new structure. An open railing will be used if possible for the replacement bridge over the Thunder Bay River to improve the view of the natural landscape.
- b. *Maintaining Traffic* – A temporary structure with sidewalk will be constructed on the west side of the existing bridge to maintain vehicular and pedestrian traffic during construction. The existing structure will be removed and the new structure will be constructed using the same alignment. Coordination with local officials will occur to facilitate emergency service and school bus routes. Access to residences and businesses within the project area will be maintained during construction.
- c. *Recreation* – During construction, the parking of vehicles or storage of equipment and materials on any public recreational property is prohibited. Replacement trees and new sidewalk along the west side of M-32 in front of Riverside Park and Tripp Field will be included in the project. Replacement tree species, number, and location will be coordinated with the Village of Hillman. Following the removal of the temporary structure and temporary road approach embankment, the park property will be graded and seeded. The area of the old ball field will have the compacted surface removed and additional topsoil will be placed to

provide a grassy cover. All disturbed areas of the park will be stabilized with seed and mulch.

II. Natural Environment

- a. *Stream Crossing* – Removal of the existing river pier and construction of the new bridge pier will be done inside an enclosed cofferdam. The temporary structure will require up to three temporary piers in the Thunder Bay River. All work for both structures will be done by cranes located at the top of the river bank and no construction pad will be placed into the Thunder Bay River. Stream bed protection stone will be placed in all disturbed river bottom areas.
- b. *Wetlands* – Approximately 0.01 acres of palustrine emergent wetlands may be temporarily impacted by construction of the temporary structure proposed to maintain traffic. Following removal of the temporary structure, the wetland will be restored to at least its existing size. The wetland location and size will be documented in the Act 451, Part 303 wetland permit to be obtained from the MDEQ.
- c. *Floodplains* – The proposed river pier will be longer (80 feet from 46 feet) than the existing pier but will be approximately two feet narrower (3.5 feet from 5.5 feet). Riprap scour protection may be required adjacent to the new bridge pier. No broken concrete will be allowed for use as riprap. A preliminary hydraulic analysis indicates the new M-32 BS structure will be able to pass the 100-year storm event without affecting backwater elevations. The temporary bridge will have a maximum of three piers (5 feet by 50 feet) in the river. A preliminary analysis of the hydraulic impacts of the temporary bridge crossing of the Thunder Bay River and M-32BS indicates there will be a slight (0.05 foot) increase in the 100 year water surface elevations compared to the existing conditions. This increase is limited to within the existing channel and floodplain and is not considered to be of any harmful interference. The hydraulic information will be verified in final design once all construction limits and design details of the temporary structure are identified.
- d. *Water Quality* – Where feasible, measures to eliminate direct discharges to the river and provide pre-treatment for stormwater runoff will be implemented per the conditions of MDOT's National Pollutant Discharge Elimination System (NPDES) permit. Any disturbed groundwater wells and sanitary sewer lines will be properly addressed. All storm water outfalls will be properly labeled.

III. Cultural Environment

- a. *Historic Resource* – Prior to any construction activities, the historic bridge will be documented in text and graphics to record its place in history. In addition, a history of camelback bridges in Michigan will be developed and will be available through the MDOT Public Website. The design of the replacement bridge will

draw from community input and will complement the setting and community values and vision. Details of the mitigation commitments are listed in the signed Memorandum of Agreement found in this Request for FONSI.

IV. Hazardous/Contaminated Materials

- a. *Project Contamination* – A Project Area Contamination Survey (PACS) was performed for this project. Potential areas of concern have been identified and additional review (and testing if required) will occur during the design phase when slope-stake lines and construction limits are determined.
- b. *Contamination Exposure* – A Workers Health and Safety Plan will be prepared if any asbestos, lead, or other contamination is identified.

V. Construction

- a. *Construction Permits* – Permits under Act 451, Parts 31 (Water Quality and Floodplains), 301, (Inland Lakes and Streams) and 303 (Wetlands), are required from the MDEQ for this project. Coverage under the National Pollutant Discharge Elimination System (NPDES), which is administered by the MDEQ, is also required.
- b. *Construction Restriction Dates* – No work will occur in the Thunder Bay River channel from March 1 to May 31 to protect spawning activities and early development stages of native fish species. Work may occur inside an enclosed cofferdam if installed prior to the start of the restriction date.
- c. *De-Watering* – Water from de-watering of cofferdams used for work in the Thunder Bay River will be treated prior to discharge.

APPENDIX A



STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STELDLE
DIRECTOR

January 29, 2008

Mr. James J. Steele
Division Administrator
Federal Highway Administration
315 West Allegan, Room 211
Lansing, Michigan 48901

Dear Mr. Steele:

**Certification of the Public Hearing on the Environmental Assessment and Section 4(f) Evaluation
for the Proposed Replacement of the M-32 Business Spur Bridge Over the Thunder Bay River and
M-32 Improvements, Hillman, Montmorency County, Michigan**

This is to certify that a public hearing was held in accordance with federal and state public involvement/public hearing procedures. The public hearing took place on Wednesday, December 5, 2007, at the Hillman Community Center, 24220 Veterans Memorial Highway, from 3:30 to 7:00 p.m. For the convenience of the public, the hearing followed an open forum style format. Participants could stop by anytime during the scheduled hours to view displays, talk one-to-one with Michigan Department of Transportation study team members, or provide comments to a court reporter or in writing.

During the 45-day comment period, the study team received five letters from resource agencies and two e-mails from the public. Twenty-one people attended the hearing, with four of them speaking to the court reporter and four completing written comment forms.

A legal notice announcing the hearing was placed in the November 14, 2007, issue of the *Montmorency County Tribune*. A copy of the notice is included in the "Legal Notice/Informational Bulletin" tab of this document.

The transcript from the hearing is enclosed for your review and record. If you have any questions, please contact me or Bob Parsons, Public Involvement and Hearings Officer, at (517) 373-9534.

Sincerely,

Susan P. Mortel, Director
Bureau of Transportation Planning

Enclosure

Public Hearing Information



M-32 Business Spur Bridge Replacement

www.michigan.gov/mdotstudies

Public Hearing
Wednesday, December 5, 2007
3:30 to 7:00 p.m.
Hillman Community Center
24220 Veterans Memorial Hwy.

The public hearing is your opportunity to voice an opinion about the Proposed Replacement of the M-32 Business Spur Bridge in Hillman. The public may stop by anytime during the scheduled hours to gather facts on the study and talk with study team members. A court reporter will be available to record oral statements. Participants wishing to provide a statement or written comment about the preferred alternative in the Environmental Assessment may do so at anytime during the hearing.

All comments will appear in the transcript of the hearing. Comments also may be mailed, faxed, or e-mailed to the address below by December 29, 2007. In January 2008 a copy of the completed transcript, including all written and oral comments received, will be available for public review at the Hillman Library, Hillman Village Offices, MDOT Alpena Transportation Service Center, MDOT North Region Office in Gaylord and MDOT Central Office in Lansing. All comments will be shared with the study team, including the Federal Highway Administration (FHWA). If you have special accommodation needs for this hearing, please call 517-373-9534.

Please mail, fax or E-mail comments to:

Robert H. Parsons

Public Involvement and Hearings Officer
Michigan Department of Transportation

P.O. Box 30050

Lansing, MI 48909

FAX: 517-373-9255

E-mail: parsonsb@michigan.gov



Camelback Bridge **Historically Significant**

The existing M-32 Business Spur Bridge crossing the Thunder Bay River in Hillman is a rare two-span concrete camelback bridge. Built in 1922 by the Michigan State Highway Department (predecessor to today's Michigan Department of Transportation), the bridge is considered historically significant and is protected by Section 4(f) of the Department of Transportation Act of 1966.

The bridge consists of two 75-foot spans carrying two traffic lanes on a 20-foot wide deck. A five-foot wide sidewalk is cantilevered from the east side of the bridge. The travel lane portion of the bridge does not have a shoulder, therefore, is not built to current design standards. It carries 6,300 vehicles per day, with 698 vehicles during the peak hour, and 7.5% of the average daily traffic being commercial trucks.

MDOT has prepared an Environmental Assessment and Section 4(f) Evaluation to determine any adverse impacts to the natural and human environments from the various alternatives under consideration.

Purpose and Need for the Proposed Project

The primary purpose under study is to correct functional and structural deficiencies of the existing bridge to maintain safe and efficient traffic flow in and out of Hillman. Providing safe and adequate access between the village and M-32 also is important to the community's economic viability. The existing structure is the only bridge crossing within 14 miles.

The need to rehab or replace the bridge is triggered by its deteriorating condition and by functional deficiencies. The existing bridge is the only direct route in and out of Hillman's Central Business District. Its 20-foot width (ten feet in each lane) is narrow by modern two-lane roadway standards. The width does not adequately accommodate wide vehicles (trucks, buses, and recreational vehicles) passing side by side.

While the bridge operates at an acceptable capacity level from a traffic capacity standpoint, two-way traffic operation on the narrow bridge creates safety concerns due to the potential for head-on and side-swipe crashes, or collision with the bridge structure. Additionally, the non-motorized facilities do not meet current Americans With Disabilities standards and are limited to one side of the structure. The reinforced concrete structure has been damaged by over 80 years of weather and wear, and by intrusion of road salt. If the structural deterioration is not corrected, vehicle weight limits may be necessary, precluding use by some vehicles. New construction would be designed to meet long-range community needs and be aesthetically appropriate to its setting.

Preferred Alternative Includes New Bridge, Reconstructed State Street

The study team has determined that Practical Alternative 6, a new bridge on the existing alignment, best meets the project purpose and need. It also has the strongest local support. The Preferred Alternative will require the demolition of the historic bridge, an adverse effect under Section 106 and Section 4(f) and temporary use of Section 4(f) protected park and recreation facilities to accom-

modate construction activities and to facilitate maintaining traffic during the project.

The new bridge will be approximately 165' in length and will consist of two 12-foot travel lanes with two 4-foot shoulders and two raised 7-foot sidewalks on each side of the bridge. This will provide for a 46-foot cross-section. The proposed structure will have one pier in the water and two spans. As the design process progresses with Context Sensitive Solutions (CSS) principles, public input will be taken to finalize the width to accommodate the needs of the community.

Also included as part of this project is the reconstruction of M-32 Business Spur (State Street) from just north of Progress Street (village limits) south to Veterans Memorial Highway. This work will include removal of the existing pavement, sidewalks, concrete curb and gutter, and existing storm sewers. New construction will include earth excavation, new aggregate base and sub-base, hot mix asphalt paving, new storm sewer construction, new concrete curb and gutter, new sidewalks, and slope restoration.

A temporary bridge will be needed to maintain traffic during construction. The temporary bridge will have a cross-section of two 12-foot lanes, a 5-foot pedestrian walkway on one side and a barrier wall between the lane and the walkway. The temporary bridge will have two piers in the water.

The current cross-section of M-32 BS south of the bridge consists of two 12-foot lanes with two 6-foot shoulders and two 2-foot hot mix asphalt curb details. The proposed cross-section would be two 12-foot lanes with two 4 to 7-foot shoulders (to match the bridge section) with concrete curb and gutter.

Minimal Impacts Expected with Preferred Alternative

As with all proposed projects, MDOT staff conducted a review of potential social, economic and environmental impacts. Because of its limited scope, the proposed project is expected to have minimal, if any, negative impacts to farmland and coastal zone resources. Those impacts which had a reasonable possibility for individual or cumulative significant

impacts were analyzed further. The result of this analysis and measures to minimize short-term impacts during construction are discussed in the document and highlighted in this brochure. Specific mitigation measures are included in the Project Mitigations Summary "Green Sheet" located in the EA document.

The National Environmental Policy Act (NEPA) of 1969 requires that the social, economic, and natural environmental impacts of any proposed action of the federal government be analyzed for decision-making and public information purposes. An Environmental Assessment (EA) is required when the significance of impacts is not clearly established. An EA study results in either a Finding of No Significant Impact (FONSI) or the need for an Environmental Impact Statement.

The EA describes and analyzes construction alternatives, potential impacts, and the measures taken to minimize harm to the project area. It has been distributed to the public and to various federal, state, and local agencies for review and comment. If review and comment by the public and interested agencies support the determination of "no significant impact," this EA will be forwarded to the Federal Highway Administration (FHWA) with a recommendation that a FONSI be issued. If it is determined that the preferred alternative will have significant impacts that cannot be mitigated, the preparation of an EIS will be required.

Special Historical and Recreational Considerations

The EA contains a Programmatic Section 4(f) Evaluation for the proposed replacement of the existing bridge. Section 4(f) of the Department of Transportation Act requires that an evaluation be prepared when the proposed action may have an adverse effect on a property eligible for or listed on the National Register of Historic Places. The Hillman camelback bridge has been determined eligible for the National Register of Historic Places.

The document also contains a second Programmatic Section 4(f) Evaluation for the proposed use of publicly owned land from a public park. Section 4(f) of the Transportation Act is also applicable when a proposed action may require impact of

publicly owned land from a park, recreation area, or wildlife/waterfowl refuge of national, state or local significance. This evaluation must determine that there is no prudent and feasible alternative that avoids the 4(f) impact, and that all possible measures to minimize harm have been taken, before the project may proceed. The proposed replacement of the bridge will require a grading permit for the temporary use of a portion of a public park.

Other Alternatives Considered

Seven Illustrative Alternatives with variations of three alternatives were identified at the beginning of the Environmental Assessment (EA) process. These alternatives, along with the Preferred Alternative 6 were analyzed for potential environmental and community impacts.

Alternative 1, "No Build": It assumes no work beyond standard repair and maintenance. While it does not meet the Purpose & Need for the proposed project, because it does not address functional obsolescence or structural deficiencies, it is carried through the environmental study as a base line to test all other alternatives.

Alternative 2, Restore Existing Bridge: This proposes remediation that would address aesthetic issues and correct structural deficiencies. It would not, by itself, correct functional obsolescence. Alternative 2 was carried forward for more analysis based on a commitment to avoid or minimize adverse effects to the historic bridge.

Alternative 3A (West), Build One-Lane Bridge Adjacent to Existing: A new southbound one lane structure would be erected on the west side of the existing bridge. The existing bridge would be restored to serve as a north-bound one lane bridge. While technically it satisfied Purpose & Need, right-of-way requirements would have resulted in permanent property takes affecting all of the commercial properties on the west side of State Street between Pleasant Valley Road and First Street and park/recreational land including the Brush Creek Mill, Tripp Field and Emerick Park, all of which are protected under Section 4(f). Emerick Park is further covered under Section 6(f) of the Land & Water Conservation Fund. Tripp Field is associated with

Emerick Park through property deed and therefore included in those protections covering Emerick Park.

Alternative 3B (East), Build One-Lane Bridge Adjacent to Existing: This alternative is the same as above but would place the new one-lane structure on the east side of the existing bridge. Considerable right-of-way impacts would be necessary. The commercial properties on the south and north sides of the bridge and the full commercial block of State Street would be full takes. The residential block facing State Street between Beech and Lynn would be considered full takes also. In addition, a sewer lift station and connecting lines located adjacent to the southeast of the existing bridge would require relocation.

Alternative 4A (West), Build Two-Lane Bridge Adjacent to Existing: Traffic would be bypassed from the existing bridge and would be carried on a new two-lane structure that would be placed on the west side of the existing bridge. The historic bridge would be patched and repaired for non-motorized and possibly for snowmobile use. While technically this alternative would satisfy Purpose & Need, it would be wider and require more right-of-way impacts than bridge in 3A above.

Alternative 4B (East), Build Two-Lane Bridge Adjacent to Existing: Essentially the same as Alternative 4A (West) but would place the new two-lane facility on the east side of the existing bridge. Right-of-way constraints would likely require removal of the cantilevered sidewalk. The alternative would be wider and have more right-of-way impacts than bridge in 4A above.

Alternative 5A (West), Build Two-lane Bridge Adjacent to and Demolish Existing Bridge: A new two-lane bridge would be erected on the west side of the existing bridge, which would remain in use throughout the construction phase. The existing bridge would then be demolished. While technically this alternative would satisfy Purpose & Need, the alternative would have right-of-way impacts and the historic bridge would be demolished, an adverse effect under Section 106 and Section 4(f).

Alternative 5B (East), Build Two-lane Bridge Adjacent to and Demolish Existing Bridge: Essentially the same as Alternative 5A (West) but would place the new structure on the east side of the existing bridge where there would be more right-of-way impacts than bridge in 5A above.

Alternative 7, Build New Two-Lane Bridge on New Alignment: This would retain the existing bridge for local traffic and construct a new two-lane bridge on a new alignment to carry oversized trucks serving the Industrial Park. Analysis concluded that the alternative involved excessive cost and the potential for significant impacts to the natural and human environments. While redirecting the bulk of the truck traffic, the alternative does not fully address functional obsolescence (inadequate lane width) where some of the local traffic would include wide/heavy trucks, recreational vehicles, school busses, and emergency services. Besides potentially significant environmental impacts from construction, the new roadway and bridge could potentially draw investment and development away from the core community.



Important Study Information Enclosed

**M-32 Business Spur Bridge
Replacement Study
PUBLIC HEARING**

**December 5, 2007
3:30 to 7:00 p.m.
Hillman Community Center**

400 copies printed @ \$0.165 each for a total cost of \$65.87
H/Planning/Public Hearing information/M-32 Business Spur Newsletter... 11/07 BW

www.houstonrealestate.com

NOTICE

**MICHIGAN DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ASSESSMENT AND SECTION 4(F) EVALUATION
FOR PROPOSED REPLACEMENT OF THE M-32 BUSINESS SPUR BRIDGE
OVER THE THUNDER BAY RIVER AND M-32 IMPROVEMENTS
HILLMAN, MONTMORENCY COUNTY, MICHIGAN**

The Michigan Department of Transportation (MDOT) has completed an Environmental Assessment (EA) and Programmatic Section 4(f) Evaluation on the proposed replacement of the M-32 Business Spur Bridge over the Thunder Bay River, and improvements to M-32 Business Spur in the Village of Hillman, Michigan.

The public hearing will occur on Wednesday, December 5, 2007, at the Hillman Community Center, 24220 Veterans Memorial Hwy. To allow for easier participation, the public hearing will run continuously from 3:30 p.m. to 7:00 p.m.

The EA describes and analyzes construction alternatives, potential impacts, and the measures taken to minimize harm to the project area. The preferred alternative includes the demolition of the historic bridge, an adverse effect under Section 106 and Section 4(f) of the Department of Transportation Act, and temporary use of Section 4(f) protected park and recreation facilities to accommodate construction activities and to facilitate maintaining traffic during the project. Also included is the reconstruction of M-32 Business Spur (State Street) from just north of Progress Street (village limits) south to Veterans Memorial Highway. A temporary bridge will be needed to maintain traffic during construction.

MDOT has encouraged public involvement during the study process by conducting public meetings and providing study information and opportunities for comment at www.michigan.gov/mdotstudies. The EA is available for review and comment through December 29, 2007, on-line and at the following locations: Hillman Village Offices, 24220 Veterans Memorial Hwy.; Hillman-Wright Branch of Montmorency County Library, 121 W. Second St., Hillman; MDOT Alpena Transportation Service Center, 1540 Airport Rd., Alpena; MDOT Region Office, 1088 M-32 East, Gaylord; and MDOT Bureau of Transportation Planning, 425 W. Ottawa St., Lansing.

The public hearing will be conducted using an open forum style format. Participants may stop by anytime during the scheduled hours to view displays and talk one-to-one with MDOT study team members regarding environmental, engineering, traffic, real estate, and other issues.

A court reporter will record comments in private for inclusion in the public hearing transcript. Citizens also may complete a written comment form at the hearing or mail, fax, or e-mail their comments to: **Robert H. Parsons, Public Involvement and Hearings Officer, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, Michigan 48909; Fax: (517) 373-9255; or email: parsonsb@michigan.gov.** Comments must be e-mailed, faxed or postmarked on or before December 29, 2007. For more information on this public hearing, or to find out more about the EA, write to the above address or call (517) 373-9534.

With an advance notice of seven days, MDOT can make most of the materials for this hearing available in alternative formats such as large print or audiotape, and can make accommodations for sign language interpretation and/or assisted listening devices. Please call (517) 373-9534 to request accommodations.

If the study finds no significant impact from the proposed improvements, the EA will be forwarded to the Federal Highway Administration with a recommendation for issuing a Finding of No Significant Impact.

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ATTENDANCE RECORD FOR

NAME Laura Ingles
ADDRESS 19170 Pinecrest Circle
CITY Hillman ZIP 49746
REPRESENTING NEMCOB

PLEASE PRINT · PLEASE PRINT · PLEASE PRINT · PLEASE PRINT · PLEASE PRINT

NAME MARGARET KIRBY
ADDRESS 11055 FARRER RD
CITY HILLMAN MI ZIP 49746
REPRESENTING HILLMAN CYC

PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT

NAME JAMES SCHIFFER
ADDRESS ~~###~~ 3491 HARTMAN RD., SUITE B
CITY TRAVERSE CITY ZIP 49684
REPRESENTING FLEIS & VANDENBRINK
ENGINEERING, INC.

PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT *

NAME YVONNE SWAGER
ADDRESS 3441 FRENCH RD.
CITY ALBERT ZIP 49707
REPRESENTING ADMT. CO. TROUSNE

Hillman M-37 Spar Bridge

NAME E/70N H E A Thcoel
ADDRESS 17295-M-32-W
CITY Hillman ZIP 49746
REPRESENTING _____

PRINT - PLEASE PRINT - PLEASE PRINT

NAME RICHARD BAUS
ADDRESS 425 W. OTTAWA ST.
CITY LANSING ZIP MI
REPRESENTING MIDOT- PP

PRINT * PLEASE PRINT * PLEASE PRINT

NAME Lenora Jarden
ADDRESS 315 W. Allegan St.
CITY Cansing, MI 48933 ZIP 48933
REPRESENTING F.H.W.A.

PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT

NAME Carol Rose
ADDRESS 18555 Glenview Tr.
CITY Hillman ZIP 49746
REPRESENTING INC.

ATTENDANCE RECORD FOR _____

NAME Willie Funk
 ADDRESS 510 Serenity Cove
 CITY Hillman ZIP 49746
 REPRESENTING Village of Hillman

PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT

NAME Nicole Bortoff
 ADDRESS 18254 M-32
 CITY Hillman ZIP 49746
 REPRESENTING _____

PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT

NAME Scott Smith
 ADDRESS 19160 Narrows Trail
 CITY Hillman ZIP 49746
 REPRESENTING _____

PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT

NAME Joseph R. LaFleche
 ADDRESS 24459 Long Rapids Rd.
 CITY Hillman ZIP 49746
 REPRESENTING Hillman Schools - Mont. Road

NAME Brenda Smith
 ADDRESS 211 Second St.
 CITY Hillman ZIP 49746
 REPRESENTING Village of Hillman

NAME Tom Bue
 ADDRESS _____
 CITY _____ ZIP _____
 REPRESENTING MOOT

NAME Christopher E. Harding
 ADDRESS 18802 CO. RD. 451
 CITY HILLMAN ZIP 49746
 REPRESENTING HARDIES ELECTRIC INC.

NAME Brendy Bolen
 ADDRESS 121 E. White St
 CITY Alpena ZIP 49707
 REPRESENTING Sen. Tony Starnes

ATTENDANCE RECORD FOR

M-32 Hillman

NAME Dennis R Bodend

ADDRESS 21 E. White

CITY ALPENA ZIP 49707

REPRESENTING Self: (hosting presentation)

PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT

NAME Gary Roulean

ADDRESS 411 LYNN

CITY Hillman ZIP 49746

REPRESENTING Village Trust

PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT

NAME Frank J. Coane

ADDRESS 23475 Coombs Rd.

CITY Hillman ZIP 49746

REPRESENTING Self

PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT * PLEASE PRINT

NAME James Zindel

ADDRESS 16350 N. Co Rd 459

CITY Hillman ZIP 49746

REPRESENTING Mont Drain Commission / T.B.W.S.C.

NAME

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REPRESENTING

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JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEEDLE
DIRECTOR

April 14, 2008

Mr. James J. Steele
Division Administrator
Federal Highway Administration
315 West Allegan, Room 211
Lansing, Michigan 48901

Dear Mr. Steele:

**Certification of the request for public hearing and comments on the
M-32 Business Spur Improvement and Bridge Replacement – Project Addendum,
Village of Hillman, Montmorency County, Michigan**

This is to certify that a legal notice was placed in the *Montmorency County Tribune*, on Wednesday, March 12, 2008, to obtain public comments and determine interest in conducting a public hearing on the proposed changes to the Environmental Assessment and Programmatic Section 4(f) Evaluation on the proposed replacement of the M-32 Business Spur Bridge over the Thunder Bay River, and improvements to M-32 Business Spur in the Village of Hillman, Michigan.

The advertisement, as well as a news release issued by the MDOT Office of Communications, invited citizens affected by the proposed project to request, in writing, that a formal public hearing be held concerning the social, environmental and economic effects of the proposed changes to the initial EA. My phone number and address were provided. We received one written comment from the Michigan Department of Agriculture, no public comments and no requests for a public hearing by the April 14, 2008, deadline stated in the legal notice and news release.

A copy of the comment, legal notice and news release is attached for your review and record.

Sincerely,

Robert H. Parsons
Public Involvement and Hearings Officer
Bureau of Transportation Planning

Enclosure



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF AGRICULTURE
LANSING

DON KOIVISTO
DIRECTOR

March 25, 2008

Mr. David Wresinski, Administrator
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Re: M-32 Business Spur improvement and Bridge Replacement – Project Addendum

Dear Mr. Wresinski:

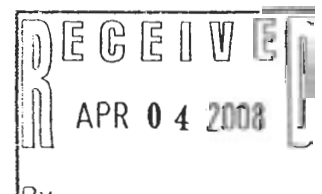
I received your request for comment on the Addendum to the Environmental Assessment (EA) for the proposed M-32 Business Spur bridge replacement and route improvement project in the Village of Hillman, Montmorency County. I have reviewed the Addendum with Michigan Department of Agriculture staff.

As noted in our response to the original project proposal, our primary concern, as it relates to this project, would be potential impacts the project could have on properties enrolled under Part 361 of the Natural Resources and Environmental Protection Act {NREPA}, Public Act 451 of 1994, as amended, (formerly Public Act 116 of 1974, the Farmland and Open Space Preservation Act) and on established county and inter-county drains. We do not anticipate that the proposed modifications will add impact to these lands or infrastructure or other Social, Economic and/or Environmental impacts from the potential project, as they relate to agriculture and the various functions of the Department. We continue to have no opposition to a Finding of No Significant Impact (FONSI).

We appreciate being included in this Environmental Assessment process. Feel free to contact me at 517/241-3933 if you have additional questions.

Sincerely,


Abigail S. Eaton
Water Resource Specialist



Legal Notices:

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Eleanor M. Lutze
411 Beech St., P.O. Box 38
Hillman, MI 49746
(989) 742-3169

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Township Clerk
989-742-3475
Notice complies with MCL
141.436 & MCL 211.24e

43

**NOTICE OF PROPOSED CHANGES TO THE
MICHIGAN DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ASSESSMENT AND PROGRAMMATIC SECTION 4(F) EVALUATION
FOR PROPOSED BRIDGE REPLACEMENT OVER THE THUNDER BAY RIVER
AND M-32 BS IMPROVEMENTS
VILLAGE OF HILLMAN, MONTMORENCY COUNTY, MICHIGAN**

The Michigan Department of Transportation (MDOT) has completed an Environmental Assessment (EA) and Programmatic Section 4(f) Evaluation on the proposed replacement of the M-32 Business Spur Bridge over the Thunder Bay River, and improvements to M-32 Business Spur in the Village of Hillman, Michigan.


Since conducting the public hearing and completing the initial comment period on December 29, 2007, MDOT is proposing design modifications that are different than those originally proposed in the EA. Proposed changes include: a slight relocation of a sanitary sewer lift station near the southeast corner of the existing bridge, which will require additional right-of-way; lengthening the proposed temporary bridge from 160 feet, as stated in the EA, to approximately 270 feet, to better tie into the existing ground elevations and lessen stream bank impacts; lengthening the permanent bridge from 160 to 180 feet to better tie into the existing elevations; and widening the permanent bridge by seven feet to better align with the existing road and sidewalk approaches.

Details on the changes, including the revised cross-section, are available at www.michigan.gov/mdostudies and the following locations: Hillman Village Offices, 24220 Veterans Memorial Hwy.; Hillman-Wright Branch of Montmorency County Library, 121 W. Second St., Hillman; MDOT Alpena Transportation Service Center, 1540 Airport Rd., Alpena; MDOT Region Office, 1088 M-32 East, Gaylord; and MDOT Bureau of Transportation Planning, 425 W. Ottawa St., Lansing.


Anyone with concerns or questions, or who feels they will be adversely impacted by these changes, is encouraged to contact the MDOT Project manager Richard Bayus at bayusn@michigan.gov or call 517-373-8046, or Scott Thayer, MDOT Alpena TSC manager at thayers@michigan.gov or call 989-356-2231. Requests for a formal public meeting to discuss the proposed design changes may be made by contacting Robert H. Parsons, Public Involvement and Hearings Officer, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, MI 48909, or E-mail parsonsb@michigan.gov, or phone 517-373-9534 or 517-373-0012 (TDD). The deadline for comments and requests is April 11, 2008.

If the study finds no significant impact from the proposed improvements, the EA will be forwarded to the Federal Highway Administration with a recommendation for issuing a Finding of No Significant Impact.

Upon request, MDOT will make every effort to provide the EA documents in alternative formats such as large print or audiotape, and in alternative languages to assure participation. Please call (517) 373-9534 to request accommodations.



Department of Transportation



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MDOT proposes design changes for M-32 bridge in Hillman

Contact: Bob Felt, MDOT Office of Communications, 888-304-6368

Agency: Transportation

WHAT: The Michigan Department of Transportation (MDOT) is proposing design modifications to the Hillman M-32 Business Spur bridge different than those originally proposed in the Environmental Assessment (EA).

Changes include: a slight relocation of a sanitary sewer lift station near the southeast corner of the existing bridge, which will require additional right of way; lengthening the proposed temporary bridge from 160 feet, as stated in the EA, to approximately 270 feet, to better tie into the existing ground elevations and lessen stream bank impacts; lengthening the permanent bridge from 160 to 180 feet to better tie into the existing elevations; and widening the permanent bridge by seven feet to better align with the existing road and sidewalk approaches.

WHEN: The deadline for comments and requests is Friday, April 11, 2008.

Anyone with concerns or questions, or who feels they will be adversely impacted by these changes, is encouraged to contact the MDOT project manager Richard Bayus at bayusri@michigan.gov or 517-373-8046, or Scott Thayer, MDOT Alpena TSC manager at thayers@michigan.gov or 989-356-2231.

Requests for a formal public meeting to discuss the proposed design changes may be made by contacting Robert H. Parsons, Public Involvement and Hearings Officer, Bureau of Transportation Planning, Michigan Department of Transportation, P.O. Box 30050, Lansing, MI 48909, or parsonsb@michigan.gov or 517-373-9534 or 517-373- 0012 (TDD).

WHERE: Details on the changes, including the revised cross-section, are available at www.michigan.gov/mdotstudies and the following locations: Hillman Village Offices, 24220 Veterans Memorial Highway; Hillman-Wright Branch of Montmorency County Library, 121 W. Second St., Hillman; MDOT Alpena Transportation Service Center, 1540 Airport Road, Alpena; MDOT North Region Office, 1088 M-32 East, Gaylord; and MDOT Bureau of Transportation Planning, 425 W. Ottawa St., Lansing.

BACKGROUND: The Michigan Department of Transportation (MDOT) has completed an Environmental Assessment (EA) and Programmatic Section 4(f) Evaluation on the proposed replacement of the M-32

Related Content

- Northbound I-49 scheduled to close Tuesday, April 14, in Michigan
- MDOT begins and bridge work April 14, in Michigan
- MDOT begins State Street) reconstruction Monday, April 14, in Gladwin
- MDOT begins and aesthetic improvements April 14, in downtown
- Adopt-A-Highway available in Upper Peninsula
- Spring cleaning Michigan's roads
- Repairs complete northbound I-75 Rouge River interchange
- MDOT to update in Ishpeming
- Construction to way on I-196 and Street on Monday
- Resurfacing U.S.-223 starts
- MDOT begins and final year of widening project Kalamazoo
- Construction of (Beecher Road) begin Monday
- Single lane closure eastbound I-94 Arbor starts Wednesday
- Work will begin project in Gable Monday, April 14
- Michigan's Give Brake Campaign during National Awareness Week
- MDOT's 2008 construction map available
- MDOT to hold meeting to discuss (Center Ave.) reconstruction City

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- about MDOT
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Business Spur bridge over the Thunder Bay River, and improvements to M-32 Business Spur in the village of Hillman.

The existing M-32 Business Spur bridge crosses the Thunder River in Hillman in Montmorency County and is a rare, two-span concrete camel back bridge built in 1922. The bridge is historically significant and protected by Section 4(f) of the Department of Transportation Act of 1966. Bridge repair or replacement is necessary to correct the bridge's deteriorating condition.

- MDOT to begin on US-127 new Monday, April
- Region bike m GIS award for transportation
- MDOT begins 131 in down Rapids

Ice and Snow, Take It Slow Remember: Don't Crowd the Plow

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APPENDIX B



JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

December 19, 2007

ROBERT H PARSONS
MICHIGAN DEPARTMENT
OF TRANSPORTATION
P O BOX 30050
LANSING MI 48909

RE: ER97-40 M-32 Business Spur Bridge Replacement, Hillman, Montmorency County
(FHWA)

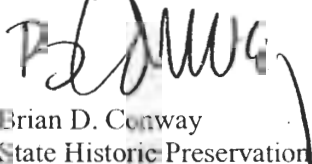
Dear Mr. Parsons:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed and accept the Environmental Assessment (EA) for the above-cited undertaking at the location noted above.

The State Historic Preservation Office (SHPO) is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

If you have any questions, please contact Martha MacFarlane Faes, Environmental Review Coordinator, at (517) 335-2721 or by email at ER@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,


Brian D. Conway
State Historic Preservation Officer

BDC:DLA:ROC:bgg

copy: Lloyd Baldwin, MDOT
Dave Williams, FHWA



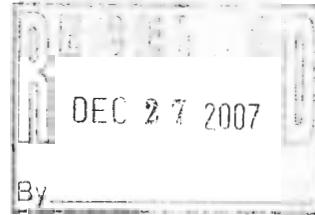
STATE OF MICHIGAN

DEPARTMENT OF COMMUNITY HEALTH
LANSING

JENNIFER M. GRANHOLM
GOVERNOR

JANET OLSZEWSKI
DIRECTOR

December 20, 2007



Robert H. Parsons
Public Involvement and Hearing Officer
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Dear Mr. Parsons:

This responds to the November 9, 2007 letter from David Wresinski requesting comments relevant to the Environmental Assessment for the M-32 Business Spur Bridge replacement over the Thunder Bay River and M-32 Improvements (i.e. State Street) from Veterans Memorial Highway to north of Progress Street in the Village of Hillman, Michigan.

We noted that, other than the Medilodge of Hillman nursing home on 631 Carey Street, there are no licensed health care facilities in the vicinity of the proposed project. Medilodge of Hillman is a 100 bed nursing home located just north of Progress Street, one block west of State Street.

There are several alternative routes to the nursing home around the proposed construction. There is another road within the town of Hillman (Elowski Street) with a bridge across the Thunder Bay River that can be used in addition to any temporary bridge that is constructed. We believe there will be no significant adverse impact of the proposed project on licensed healthcare facilities.

Also, there are no permitting requirements relevant to your project within the regulatory jurisdiction of the Health Policy, Regulation, and Professions Administration.

Sincerely,

Nick Lyon, A/Deputy Director,
Health Policy, Regulation, and Professions Administration

cc: James D. Scott, P.E., HFES

NL/PGZ/mw

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www.michigan.gov • (517) 373-3740

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Natural Resources Conservation Service

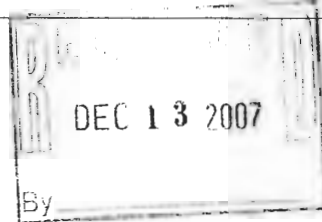
3001 Coolidge Road, Suite 25C

East Lansing, MI 48823

T (517) 324-5270/ F (517) 324-5171/ www.mi.nrcs.usda.gov

December 10, 2007

Robert Parsons
Bureau of Transportation
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909



RE: M-32 Business Spur Bridge Replacement over Thunder Bay River and M-32 Improvements from Veterans Memorial Highway to north of Progress Street; Village of Hillman, Montmorency County, Michigan

Dear Mr. Parsons:

We have reviewed the environmental assessment for the proposed bridge replacement and M-32 improvement. Since the affected area has already been converted to uses other than agriculture, it is determined that prime and unique farmland will not be adversely affected in this proposal.

Sincerely,

A handwritten signature in cursive script that reads "Garry Lee".

GARRY LEE
State Conservationist

cc:

Aaron Lauster, Area Conservationist, NRCS, Grayling, MI
Grant Sork, District Conservationist, NRCS, Alpena, MI



STATE OF MICHIGAN
DEPARTMENT OF ENVIRONMENTAL QUALITY
LANSING



JENNIFER M. GRANHOLM
GOVERNOR

STEVEN E. CHESTER
DIRECTOR

November 27, 2007



Mr. David E. Wresinski, Administrator
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, Michigan 48909

Dear Mr. Wresinski:

SUBJECT: Environmental Assessment M-32 Business Spur Bridge, Hillman, Michigan
Michigan Department of Environmental Quality (MDEQ), project number 07-60-5001

The MDEQ's Land and Water Management Division (LWMD) staff has completed its review of the November 2007, Environmental Assessment (EA) for the "M-32 Business Spur Bridge Replacement over the Thunder Bay River in the Village of Hillman, Montmorency County (T31N, R14E, Section 23)." The primary purpose of the proposed project is to correct the functional and structural deficiencies of the existing bridge which was constructed in 1922. The project includes:

- The replacement of the existing 25-foot wide, 150-foot twin span Camel Back bridge with a 48 foot wide, 150-foot twin span bridge. The existing bridge has 2, 10-foot lanes and a 5-foot cantilevered sidewalk. The proposed bridge will have 2, 12-foot travel lanes and 2, 7-foot sidewalks. The new bridge will be on existing alignment.
- The construction of a temporary 29 foot wide, 150 foot three span bridge with a 5 foot side walk. This bridge will be used during the demolition and construction of the new bridge. The temporary bridge and approaches will temporarily impact 0.07 acres of wetland.

The LWMD has the following comments.

- 1) Section 2.12 Floodplain/hydraulics, states that a hydraulic analysis has been conducted for both the temporary and new structures in combination. These analyses should be provided to the LWMD for review and approval prior to the submittal of a permit application.
- 2) Section 2.14 Water Quality, states that there are two existing storm sewers that outlet directly to the river and that these locations will not likely change. The LWMD encourages the Michigan Department of Transportation to evaluate alternatives that will avoid all direct stormwater discharges to the river without some type of pre-treatment.
- 3) As stated in the EA, a permit will be required under Part 301, Inland Lakes and Streams, Part 303, Wetlands Protection and Part 31, Water Resources Protection, all of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended

If you have any questions please contact Mr. Duke Domke at 989-705-3429 or you may contact me.

Sincerely,



Gerald W. Fulcher, Jr., P.E., Chief
Transportation and Flood Hazard Unit
Land and Water Management Division
517-335-3172

cc: Mr. David Williams, U.S. Federal Highway Administration
Ms. Sherry Kamke, U.S. Environmental Protection Agency
Mr. Craig Czarnecki, U.S. Fish and Wildlife Service
Mr. John Konik, U.S. Army Corps of Engineers
Mr. John Arevelo, MDEQ
Mr. Duke Domke, MDEQ



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF AGRICULTURE
LANSING

DON KOIVISTO
DIRECTOR

November 27, 2007

Mr. David Wresinski, Administrator
Project Planning Division
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Dear Mr. Wresinski:

RE: M-32 Business Spur Bridge Replacement

I received your request for comment on the Environmental Assessment for the proposed M-32 Business Spur Bridge replacement and route improvement project in the Village of Hillman, Montmorency County. I have reviewed the proposed project with Michigan Department of Agriculture staff.

Our primary concern, as it relates to this project, would be potential impacts the project could have on properties enrolled under Part 361 of the Natural Resources and Environmental Protection Act, Public Act 451 of 1994, as amended (formerly Public Act 116 of 1974, the Farmland and Open Space Preservation Act), on established county and inter-county drains. Staff does not anticipate impacts on these lands or infrastructure or other social, economic, and/or environmental impacts from the potential project, as they relate to agriculture and the various functions of the Department. As such, we have no opposition to a Finding of No Significant Impact (FONSI).

We appreciate being included in this Environmental Assessment process. Feel free to contact me at 517-41-3933, if you have additional questions.

Sincerely,

Abigail S. Eaton
Water Resource Specialist
Environmental Stewardship Division

ENVIRONMENTAL ASSESSMENT AND 4(F) EVALUATION FOR
PROPOSED REPLACEMENT OF THE M-32 BUSINESS SPUR BRIDGE
AND IMPROVEMENTS TO M-32 BUSINESS SPUR IN HILLMAN
COMMENT FORM

The Michigan Department of Transportation (MDOT) has completed an Environmental Assessment (EA) on the proposed replacement of the M-32 Business Spur Bridge over the Thunder Bay River, and proposed improvements to M-32 Business Spur (State Street) in Hillman. The EA describes and analyzes construction alternatives, potential impacts, and the measures taken to minimize harm to the project area. This is your opportunity to provide comments on the EA and Preferred Alternative. All comments received by the December 29, 2007, deadline will be included in the official hearing transcript.

GET INVOLVED! Your comments are important.

* * * PLEASE PRINT CLEARLY * * *

Name MARGARET KIRBY E-mail _____
Address 11055 FARRIER RD
City HILLMAN State MI Zipcode 49746

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting. If you wish, you may mail, fax or e-mail them (see below).

*THIS bridge is so necessary! The plans are looking good.
I like especially the simulated camel back facade for the permanent bridge!*

Please return this form before you leave or mail or fax to:

Robert H. Parsons
Public Involvement and Hearings Officer
Michigan Department of Transportation
425 W. Ottawa, P.O. Box 30050
Lansing, MI 48909
Fax: 517.373.9255

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* * * PLEASE PRINT CLEARLY * * *

Name ELTON HEATHCOCK E-mail _____
Address 17295-M-32-W _____
City HILLMAN State MICHIGAN Zipcode 49746

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting. If you wish, you may mail, fax or e-mail them (see below).

THE EXISTING BRIDGE IN HILLMAN OVER THE
THUNDER BAY RIVER IS TOO NARROW FOR TODAY
CAR & TRUCKS. BRIDGE AS IS NEEDS MAJOR REPAIRS
SO THE BEST TO DO IS REMOVE BRIDGE AND BUILD
ONE LARGE ENOUGH TO CARRY TODAY'S & FUTURE
TRAFFIC

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* * * PLEASE PRINT CLEARLY * * *

Name Brenda South E-mail bj.south@hotmail.com
Address 211 Second St.
City Hillman State MI Zipcode 49746

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting. If you wish, you may mail, fax or e-mail them (see below).

I think the plans are really good. It looks like extensive planning and consideration has been given to our businesses. ^{district} This will be a relief to many residents who have been concerned about ^{the economy of our town} safety. Any improvement will be greatly appreciated. ^{and} Curbing + gutters will improve the towns appearance and hopefully be an incentive for expansion and improvement to local businesses. Whichever ^{one will be} chosen. We Thank You!

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Public Involvement and Hearings Officer
Michigan Department of Transportation
425 W. Ottawa, P.O. Box 30050
Lansing, MI 48909
Fax: 517.373.9255

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GET INVOLVED! Your comments are important.

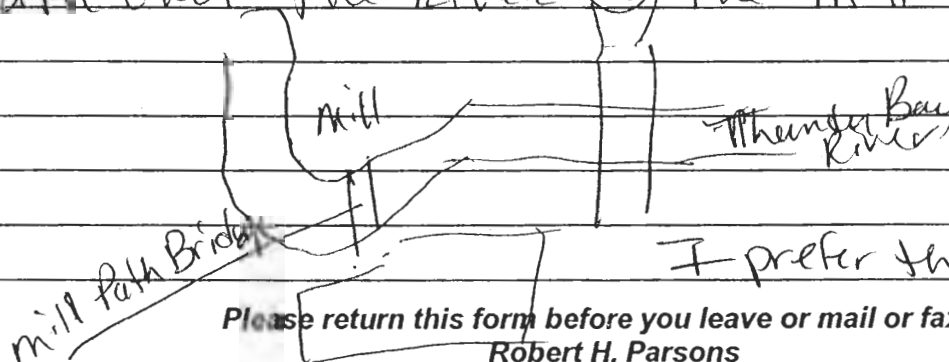
* * * PLEASE PRINT CLEARLY * * *

Name Laura Inghs E-mail _____
Address 19170 Pinecroft Cir
City Hillman State MI Zipcode 49746

TELL US WHAT YOU THINK.

Please use the space below and additional pages if necessary. Turn your comment form in at the public meeting. If you wish, you may mail, fax or e-mail them (see below).

Take old bridge and reduce to a non-motorized path over the River (S) the Mill



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Robert H. Parsons
Public Involvement and Hearings Officer
Michigan Department of Transportation
425 W. Ottawa, P.O. Box 30050
Lansing, MI 48909
Fax: 517.373.9255

I prefer the concept bridge
on the top
left of the
possible bridge
elements poster

Tie in a Streetscape with rest of downtown.

Bob Parsons - bridge

From: "alvin" <alvbartow@nemichigan.com>
To: <parsonsb@michigan.gov>
Date: 12/10/2007 10:17PM
Subject: bridge

Dear Sir,

By their request I am submitting suggestions regarding the bridge replacement in Hillman. This is in behalf of Mr. Wm. O'Neil and Marion O'Neil of 231 E. 2nd. St, Hillman, Michigan. They request that you strongly consider your Alternative 6.

Thankyou

Bob Parsons - bridge

From: "alvin" <alvbartow@nemichigan.com>
To: <parsonsb@michigan.gov>
Date: 12/8/2007 12:09:39PM
Subject: bridge

Dear Sir,

I was unable to attend the recent MDOT meeting in Hillman, Michigan so would like to take this opportunity to express my thoughts. I am fully in accord with your Alternative #6, in fact to me it is the only way. Thankyou again for this opportunity.

Sincerely,
Alvin Bartow
POB 82
Hillman, Michigan

APPENDIX C

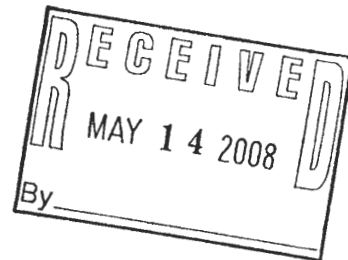


U.S. Department
of Transportation
**Federal Highway
Administration**

Michigan Division

315 W. Allegan, Room 201
Lansing, Michigan 48933

May 12, 2008



Mr. Matthew Webb, Manager
Projects Studies and Justification Unit
Bureau of Transportation Planning (B340)
Michigan Department of Transportation
Lansing, Michigan

Dear Mr. Webb:

Enclosed is a copy of the signed Memorandum of Agreement (MOA) for the *M-32 BS Environmental Assessment (EA) Route Improvements and Bridge Replacement over Thunder Bay River Project* (C.S. 60031; J.N. 86505 and 86917).

I have transmitted the MOA with original signatures today to be filed with the Advisory Council for Historic Preservation. You have been copied on that transmittal.

Sincerely,

David T. Williams
Environmental Program Manager

For: James J. Steele
Division Administrator

Enclosure

cc: Richard Bayus, MDOT (B340)
Lloyd Baldwin, MDOT (B340)
Brian Conway, DHAL
Profile No. P-22962

MOVING THE
AMERICAN
ECONOMY

**MEMORANDUM OF AGREEMENT BETWEEN
THE FEDERAL HIGHWAY ADMINISTRATION AND
THE MICHIGAN STATE HISTORIC PRESERVATION OFFICER
REGARDING
THE REPLACEMENT OF THE M-32 BUSINESS SPUR BRIDGE
VILLAGE OF HILLMAN, MONTMORENCY COUNTY, MICHIGAN
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO 36 CFR PART 800.6(b)(1)**

WHEREAS, the Federal Highway Administration (FHWA) of the U.S. Department of Transportation has determined that the proposed replacement of the M-32 Business Spur Bridge, Village of Hillman, Montmorency County, Michigan (M-32 B.S. Bridge) (Project) will pose an adverse effect upon this structure, which appears to meet the criteria for listing in the National Register of Historic Places and has consulted with the Michigan State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) (the Act); and

WHEREAS, The Michigan Department of Transportation (MDOT) participated in the consultation and has been invited to concur in this Memorandum of Agreement (MOA);

NOW, THEREFORE, FHWA and SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the Project on the historic properties.

STIPULATIONS

FHWA shall ensure that the following measures are carried out in a phased process. Phase I mitigation must be completed prior to the start of construction activities for the replacement of the M-32 B.S. Bridge including mobilization and the installation of the temporary bridge. Phase II may occur within the specified timeframes noted herein.

I. PHASE I MITIGATION (to complete prior to the start of construction activities)

A. Recordation

1. The M-32 B.S. Bridge shall be recorded so that there is a permanent record of its existence. MDOT shall prepare photographic documentation and a historical overview of the M-32 B.S. Bridge according to the SHPO *Documentation Guidelines* attached hereto as **Attachment A**. Unless otherwise agreed to by the SHPO, MDOT shall ensure that all documentation is completed and accepted by the SHPO for deposit in the State Archives of Michigan prior to the commencement of any demolition or construction activity concerning the M-32 B.S. Bridge. MDOT will provide additional original copies of the recordation package to appropriate local repositories designated by the SHPO. The recordation report will be incorporated into a report on the history of the camelback bridge type, described below in item 1.A.3.

- 2 MDOT shall include, if available, as part of the recordation package original or archival –quality copies of historic M-32 B.S. Bridge photographs; additionally, electronic versions of these photographs will be submitted.
- 3 MDOT shall prepare an overview of the camelback bridge type, a type considered unique to Michigan and Ontario, Canada. The report will be posted electronically on the MDOT Public Website, Historic Bridges webpage.
- 4 MDOT shall conduct a series of Community Involvement Workshops to assess community preferences for the aesthetics of the replacement bridge based on engineering requirements and local Values and Vision.
- 5 MDOT shall consult with SHPO and the Village of Hillman in the design of an architecturally appropriate replacement bridge that meets the defined purpose and need of the proposed project.

II. PHASE II MITIGATION

MDOT shall fund and coordinate the preparation of a report describing the general history of concrete camelback bridges in Michigan, with specific histories of significant examples of the type. The document will also document the location and status of camelback bridges constructed in Michigan. The report will be posted on the MDOT public website within the Historic Bridge section.

III. ARCHEAOLOGICAL RESOURCES

Based on consultation between MDOT and the Office of the State Archaeologist and through preliminary research and deep testing within the project A.P.E. it has been determined and agreed that *no historic properties are affected* for archaeological resources by this undertaking.

In the event any unknown archaeological resources are accidentally identified during the execution of the work, it is further agreed that such resources would be only important for the information they may reveal and not for preservation in place.

IV. GENERAL CONSIDERATIONS

A. Amendment

1. Any party to this MOA may propose to the other parties that it be amended, whereupon the parties will consult in accordance with 36 CFR800.6(c)(7) to consider such an amendment.

2. In the event that any portion of Phase II Mitigation (Stipulation II) is found to be infeasible, the parties to this MOA shall consult to consider appropriate alternative mitigation.
3. Any additional or alternative actions considered pursuant to this agreement shall be subject to implementation by amending this MOA in accordance with this section.

B. Dispute Resolution

Should the SHPO or MDOT object within 30 (thirty) days to any actions proposed pursuant to this MOA, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Advisory Council on Historic Preservation (Council). Within 45 (forty-five) days after receipt of all pertinent documentation, the Council will either:

1. Provide the FHWA with recommendations, which the FHWA will take into account in reaching a final decision regarding the dispute; or
2. Notify the FHWA that it will comment pursuant to 36 CFR 800.7(c) and proceed to comment. Any Council comment provided in response to such a request will be taken into account by FHWA in accordance with 36 CFR 800.7(c)(4) with reference to the subject of the dispute.

C. Termination

1. If the FHWA determines that it cannot implement the terms of this MOA, or if the SHPO determines that the MOA is not being properly implemented, the FHWA or the SHPO may propose to the other parties to this MOA that it be terminated.
2. The party proposing to terminate this MOA shall so notify all parties to this MOA explaining the reasons for termination and affording at least sixty (60) days to consult and seek alternatives to termination. The parties shall then consult.
3. Should such consultation fail, the FHWA or the SHPO may terminate the MOA by so notifying all parties.
4. Should this MOA be terminated, the FHWA shall either:
 - a. Consult in accordance with 36 CFR § 800.6 to develop a new MOA; or
 - b. Request the comments of the Council pursuant to 36 CFR § 800.7.

Execution and implementation of this MOA and its submission to the Council evidences that FHWA has afforded the Council a reasonable opportunity to comment on the Project and that the FHWA has taken into account the effects of the Project on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

By: James J. Steele
James J. Steele, Division Administrator

Date: May 13, 2008

MICHIGAN STATE HISTORIC PRESERVATION OFFICER

By: Brian D. Conway
Brian D. Conway, State Historic Preservation Officer

Date: 1/28/08

Concur:

MICHIGAN DEPARTMENT OF TRANSPORTATION

By: Susan Mortel
Susan Mortel, Director, Bureau of Transportation Planning

Date: 5/07/08

APPENDIX D

**Environmental Assessment (EA) and Programmatic Section 4(f)
Evaluation for Proposed Bridge Replacement Over the Thunder
Bay River and M-32 Business Spur (BS) Improvements
Village of Hillman, Montmorency County, Michigan
March 12, 2008**

Preferred Alternative Modifications Addendum

This Preferred Alternative Modifications Addendum discloses proposed changes to the Preferred Alternative identified within the M-32 Business Spur (BS) Environmental Assessment (EA) in Hillman, Michigan. The EA was developed for the replacement of the historic bridge and 0.78 miles of adjacent road reconstruction.

This addendum describes:

- *The proposed changes to the preferred alternative -- modifications to the size of the temporary bridge (bridge length, number of piers and spans), modifications to the proposed crossing for the permanent bridge (increase length and width of structure), and new right-of-way associated with the relocation of a sanitary sewer lift station;*
- *The justification for each proposed change since the public release of the EA; and*
- *The impacts and mitigation measures associated with these changes.*

Project History:

The Federal Highway Administration (FHWA) approved the EA November 8, 2007. The public hearing was held on December 5, 2007, with the public comment period ending on December 29, 2007. Comments received during this period were generally supportive of the Preferred Alternative identified in the EA and agreed with implementing the project.

Proposed Changes from the Approved EA:

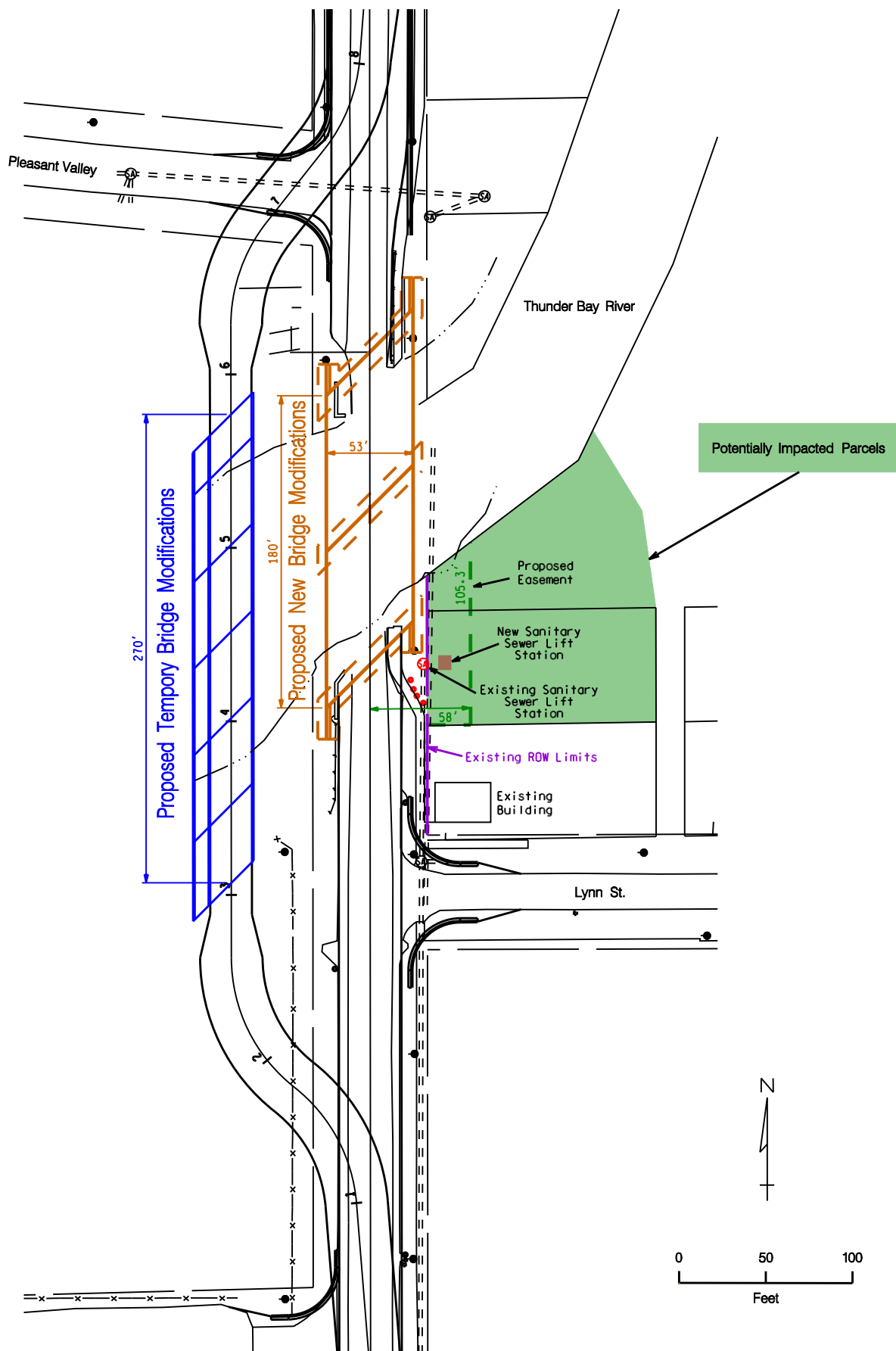
1. Temporary Bridge Size Modifications:

Bridge Length: As illustrated on **Exhibit 1.0**, the length of the proposed temporary bridge has been changed from approximately 160 feet, as mentioned in the EA, to approximately 270 feet. Project engineers propose lengthening of the temporary bridge structure so that the bridge can tie into the existing ground surface elevations.

- ***Impacts:*** This change will require less fill material resulting in fewer disturbances to the riverbanks and slopes.

Proposed Preferred Alternative Modifications

Exhibit 1.0



- Mitigation: This change will also likely result in less mitigation being required to restore the temporary bridge crossing to its original condition once it is removed.

Piers and Spans: The number of piers and spans for the temporary bridge has also increased. Due to the increased length of the temporary bridge, the number of piers increased from two to five, three of which are in the Thunder Bay River. Additionally, the length of the piers in the water has changed from 29 feet to 50 feet due to the 45-degree angle skew at which the temporary bridge crosses the river. The number of spans has increased from three as approved in the EA to six.

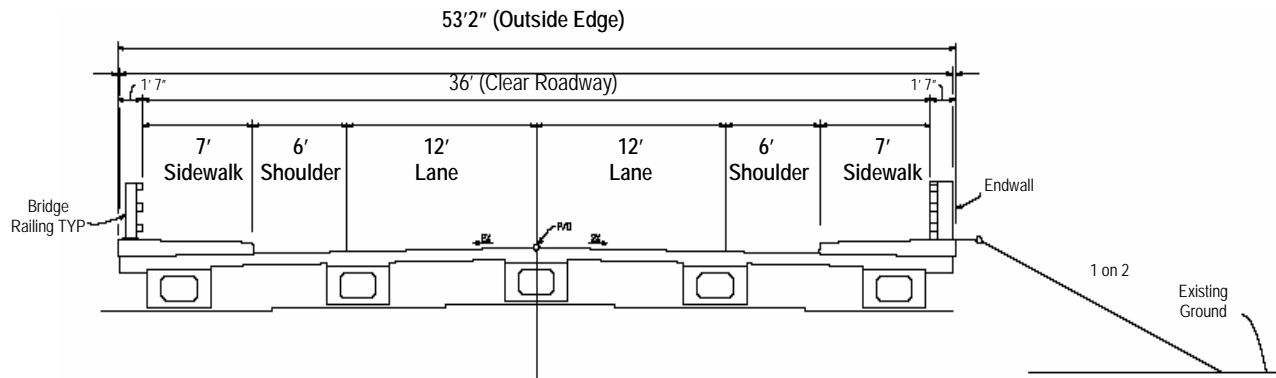
- Impacts: A preliminary hydraulic analysis was performed to analyze the change in number and added length of the piers for the temporary bridge referenced above. The temporary bridge was also modeled along side the existing structure. Results of this analysis showed a 1% chance of the 100-year water surface elevation increasing by 1.05 feet, when compared to existing conditions. This increase would occur within the existing channel and floodplain, and is not considered to be of any harmful interference.
- Mitigation: None necessary.

2. Proposed New Bridge Crossing Modifications:

As originally stated in the approved EA, the proposed new bridge was approximately 165 feet long. Project engineers now propose a new 180-foot bridge so that the bridge can tie into the existing ground surface elevation. The width of the new bridge is proposed to be widened from 46 feet (identified in the EA) to 53 feet. This design modification is a result of widening the shoulder of the new bridge by four-feet to match the existing road cross-section. This change will also provide a better alignment for the sidewalk approach. Additionally, the revised width includes the width needed for the bridge railings. The revised cross-section is shown below in **Figure 1.0**.

- Impacts: Reduces amount of needed fill material and disturbance.
- Mitigation: None necessary.

Figure 1.0: Revised Cross-section for the New Bridge



3. New Right-Of-Way Associated with the Replacement of a Sanitary Sewer Lift Station:

The scope of work contained within the EA originally identified the replacement of the bridge, reconstruction of the 0.78 miles of the M-32 BS road surface, new curb and gutter and the replacement of sidewalk and storm sewers within the Village of Hillman. After further evaluation however, MDOT project engineers have determined that the preferred alternative will require the relocation of the sanitary sewer lift station in the SE quadrant of the project where the bridge crosses the Thunder Bay River (see **Exhibit 1.0**). As illustrated in **Figure 2.0**, the existing sanitary sewer lift station is located immediately outside of the existing MDOT right-of-way and is approximately 32 years old.

Figure 2.0: Photograph of Existing Lift Station



Because of possible concerns associated with impacting this lift station during construction (i.e., vibration impacts and disruption of service) and safety concerns associated with its proximity to the rebuilt M-32 BS, MDOT is now recommending that the lift station be relocated.

- **Impact:** This relocation will require approximately a 25-foot wide by 105-foot long easement, potentially impacting two parcels. **Exhibit 1.0** illustrates the impacted parcels and the location of the proposed relocated lift station. The parcels being impacted are separate from the parcel that has a business located on it.
- **Mitigation:** Right-of-way acquisition services will be provided by MDOT in accordance with Act 31, Michigan P.A. 1970; Act 227, Michigan P.A. 1972, the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Act 87, Michigan P.A. 1980, as amended. The Department will inform the impacted property owner(s) and every effort will be made to reduce the impact. MDOT will pay fair and just compensation for fee purchase or easement use of this property. “Just compensation” as defined by the courts, is the payment of “fair market value” for the property rights acquired plus allowable damages to any remaining property. “Fair market value” is defined as the highest price estimated, in terms of money, the property would bring if offered for sale on the open market by a willing seller, with a reasonable time allowed to find a purchaser, buying with the knowledge of all the uses to which it is adapted and for which it is capable of being used.

For additional information on MDOT’s real estate process, a booklet entitled “Public Roads & Private Property” detailing the purchase of private property can be obtained from MDOT, Real Estate Support Area, P.O. Box 30050, Lansing, Michigan 48909 or phone (517) 373-2200.

To Express Your Concerns and Ask Questions Regarding These Design Modifications:

If you have concerns, questions, or feel you are being adversely impacted by the previously described changes please contact:

Richard Bayus, MDOT Project Manager
Phone: (517) 373-8046
Email: bayusri@michigan.gov

Scott Thayer, MDOT Alpena TSC Manager
Phone: (989) 356-2231
Email: thayers@michigan.gov

If you would like to request a public meeting to further discuss these proposed design modifications please contact:

Bob Parsons MDOT Public Hearing Officer at
Phone: (517) 373-9534 or
E-mail: parsonsb@michigan.gov.

All questions, comments or requests for a public meeting must be submitted to MDOT by **April 11, 2008**.